

CONSOLIDATED VULTEC AIRCRAFT CORPORATION
San Diego Division
LINDBERGH FIELD, SAN DIEGO, CALIF.

B-24 Series Airplanes - Army Contracts

25 May 1944

Model	No. Per Contr.	Customer	Spec. & Contract	S. O.	A.C.Nos.	CVAC Nos.	Comments
XB-24	1	Army	12436 - Spec. ZD-LB-007-1 1 March 1939	825 3 Apr. 1939	39-556	1	This airplane was accepted by the Army 16 August 1940 but was not delivered as it was assigned to Army Experimental for development purposes. S.O. 825-9 dated 7 Oct. 1940 changed the serial number from 39-556 to 39-680.
			16189 ZD-LB-007-1 1 March 1939	830 30 Nov. 1940	39-680		
XB-24B			15549- ZD-33-001-C 20 July 1940 Revised 15 Jan. 1942	827 6 Sept. 1940			S.O. 827 on contract 15549 dated 6 Sept. 1940, assigned the XB-24B airplane for the development of experiments on B-32 series airplanes. However, the designation was not changed and this airplane is still the XB-24B. The airplane was made available for B-32 development experiments on 1 February 1942 and is at present at San Diego undergoing such tests by Army Experimental Dept.

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B-24	1	Army	12464 - Spec. ZD-32-007 13 Sept. 1940	824 27 Mar. 1939	40-702	1	S.O. 881 dated 16 March 1944 authorized retainerment of airplane 39-680 for an additional period of time expiring Feb. 14, 1945, for purpose of Experimental Research testing and development. Contract called for seven airplanes to be designated B-24, A.C. Serial numbers 39-681 to 39-687 inclusive. S.O. 824-3-1 dated 1 August 1939 changed the serial number assignment to 40-696 through 40-702 inclusive. This change was made in order that the serial numbers might agree with the fiscal year in which the airplanes were procured. S.O. 824-12-1, Change Order #1, dated 9 September 1940, authorized the conversion of six of the original seven B-24 airplanes to B-24D airplanes. Contractor's Specification ZD-1B-007-1 dated 1 March 1939 was cancelled by this S.O. and Specification ZD-32-007 dated 13 Sept. 1940 was assigned. The six B-24D airplanes were delivered to the Army at a later date and only one B-24 airplane was delivered under the original contract, the remainder being delivered to the British. (See next item.)

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B-24 or LB-30A	6	British	12464 - - A-5068 ZD-LB-007-1 1 March 1939	824-12 16 Nov. 1940	AM-258 - AM-263 Incl.	1 thru 6 Incl.	<p>Note: A.C. Serial No. 40-702 was converted into a transport airplane at Fort Worth.</p> <p>Six of the seven airplanes originally called for under contract 12464 were diverted to LB-30A airplanes and delivered to the British under S.O. 948 dated 20 December 1940. These were delivered to Montreal in accordance with S.O. 948-2 dated 28 Dec. 1940.</p> <p>The LB-30A airplanes were substantially the same as Model B-24 airplanes except for additions and deletions set forth in Appendix "A" attached to S.O. 948.</p> <p>The six diverted airplanes were later replaced by B-24D airplanes which were delivered to the Army.</p>
B-24A or LB-30B	20	British	13281 - - F-677 ZD-LB-007-1 Revislon "E" 26 August 1939	826-13 16 Nov. 1940	AM-910 AM-929 Incl.	1 thru 20 Incl.	<p>Original contract called for 38 B-24A airplanes.</p> <p>S.O. 826-13 dated 16 Nov. 1940 stated that the first 20 B-24A airplanes under contract 13281 were to be diverted to the British. These were later replaced by B-24D airplanes which were delivered to the Army.</p>

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B-24A or LB-30B	20	British	F-677 - 13281 ZD-32-007-1 dated 26 Aug. 1939	826-13 16 Nov. 1940	AM-910 - AM-929 Incl.	LB-30B #1 thru 20 Incl.	The original contract from the British called for 165 LB-30 airplanes. Due to the urgency of the contract and in order to expedite delivery the 26 airplanes (6 from contract 12464 and 20 from contract 13281) described above were diverted to the British, thus reducing the remaining number of LB-30 airplanes to be delivered from 165 to 139. S.O. 940-12 dated 16 November 1940 stated that 20 LB-30B airplanes were to be furnished to the British in accordance with the B-24A Specification requirements, with the exception that Sperry Auto Pilot should be installed instead of A.F.C.E. These LB-30B airplanes were all delivered to the British at Montreal.
B-24A	9	Army	13281 ZD-32-007-1 Revision "E" 26 Aug. 1939	826 28 Sept. 1939	40-2369 40-2377 Incl.	B-24A #1 thru #9 Incl.	S.O. 826 dated 28 September 1939 stated that nine of the airplanes of the original 38 called for in contract 13281 should be manufactured in accordance with the contractor's Specification ZD-32-007-1, Revision "E", dated 26 August 1939. This was complied with and the nine

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LB-30	139	British	F-677 ZD-32-004-1 2 April, Rev. 10 May 1940 ZD-32-006 19 July 1940 Revised 12 April 1941, Revision "D"	940-11-1 23 May 1941	AL-503 to AL-642 incl.	LB-30 #1 thru #140 incl.	
				940-47-1 17 July 1941			

B-24A airplanes were all delivered to the Army.

S.O. 940-11-1 stated that inasmuch as 6 LB-30A airplanes supplied under contract A-5068 and 20 LB-30B airplanes furnished under contract F-67 had reduced the number of the original contract for 165 LB-30 airplanes from 165 to 139. Serial numbers for the LB-30 airplanes were to be amended as follows: AL-503 thru AL-641 inclusive.

S.O. 940-47-1 dated 17 July 1941 confirmed that the Specification governing the 139 LB-30 airplanes under contract F-677 should be CVAC Specification ZD-32-006 dated 12 April, (Revision "D"), instead of Specification ZD-32-004-1 dated 2 April 1941, which was previously called for on the original contract. The revised Specification incorporated changes necessary for conversion of the airplanes.

S.O. 940-71 dated 30 July 1941 stated that the contract status of airplane AL-503, which was destroyed by an accident 2 June 1941, was contractually non-existent in-

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F-677

asmuch as it had never been delivered. Therefore, the obligation of the contractor to supply 139 LB-30 airplanes remained the same.
 An additional airplane was built to replace AL-503 and actual delivery serial numbers for the 139 LB-30 airplanes were AL-504 thru AL-642 inclusive. These were all delivered to the British in Montreal.

B-24C	9	Army	13281 ZD-32-007-1 Revision "E" 26 Aug. 1939	826-14-1 18 Dec. 1940	40-2378 40-2386 incl.	B-24C #1 to #9 incl.	S.O. 826-14 dated 18 December 1941 called for the remaining 9 B-24A airplanes of the original 38 to be designated as B-24C airplanes. This S.O. set up the requirements necessary. The nine B-24C airplanes were all delivered to the Army.
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B-24D	6	Army	12464 ZD-32-007	824-12-1 9 Dec. 1940	40-696 40-701	B-24D #1-6 incl.	S.O. 824-12-1 dated 9 December 1940 called for the replacement of six B-24 airplanes delivered to the British by B-24D airplanes and changed the Specification from ZD-LB-007-1 dated March 1, 1939, to ZD-32-007 dated 13 September 1940. This new Specification increased the efficiency of defensive armament and included all
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12464

B-24D	20	Army	13281 ZD-32-007 13 Sept. 1940	826-13-1 9 Dec. 1940	40-2349 41-2368	7-26 Incl.	
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contemplated improvements in accordance with the current simplification and modernization programs. These six airplanes were all delivered to the Army.

S.O. 826-13-1 dated 9 December 1940 called for 20 B-24A airplanes to be converted into B-24D airplanes in accordance with Spec. ZD-32-007 dated 13 Sept. 1940. These 20 B-24D airplanes were all delivered to the Army.

B-24D	56	Army	13281 ZD-32-007 13 Sept. 1940	826-7 26 Aug. 1940	41-1087 41-1142 Incl.	27-82 Incl.	
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Change Order No. 5 called for 60 B-24D airplanes. 56 of these airplanes to be complete and the four additional airplanes to be equivalent, or spare parts airplanes. The Specification change from ZD-1B-007-1 dated 1 March 1939 to ZD-32-007 dated 13 September 1940 changed the designation of these airplanes from B-24A to B-24D. This action was covered by S.O. 826-7 dated 26 August 1940. 56 of these airplanes were delivered to the Army, also three of the equivalents which were not given serial numbers. The remaining equivalent airplane was used to develop the Ford production

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			13281				breakdown. It was delivered to the Army from Willow Run as Ford B-24E #0-1 Serial 42-6976. Subsequently it was converted to a C-87 by Ft. Worth and was finally delivered to Consairways. This was one of the component airplanes and was delivered to Ford in breakdown condition.

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Model	No. Per Contr.	Customer	Spec. & Contract	S. O.	AAF Nos.	CVAC Nos.	Comments
B-24D	352	Army	16005 ZD-32-007 13 Sept. 1940	829 24 Sept. 1940	41-11587 41-11938 incl.	83-434 incl.	S.O. 829 dated 24 September 1940 called for 352 heavy bombardment airplanes, designated as B-24D, to be manufactured under contractor's Specification ZD-32-007 dated 13 September 1940. Serial No. 41-11587, CVAC No. 829 was sent to Fort Worth and crashed 5 February 1943. The B-24D airplane was replaced by 41-11590. The remaining airplanes were delivered except as noted.

NOTE (1): 44 airplanes were sent to Fort Worth from this Contract to be converted into C-87 transports, the serial numbers of which follow:

CVAC NO.	AAF NO.	CVAC NO.	AAF NO.	CVAC NO.	AAF NO.
84	41-11588	135 to 138, incl.	41-11639 to 41-11642, incl.	284	41-11788
100	41-11604	151 to 153, incl.	41-11655 to 41-11657, incl.	285	41-11789
101	41-11605	170 to 172, incl.	41-11674 to 41-11676, incl.	296	41-11800
103	41-11607	200 to 205, incl.	41-11704 to 41-11709, incl.	333	41-11837
104	41-11608	224 to 229, incl.	41-11728 to 41-11733, incl.	334	41-11838
123	41-11627	238 to 243, incl.	41-11742 to 41-11747, incl.	403	41-11907
				404	41-11908

NOTE (2): Four airplanes of this Contract were sent to Tulsa, the serial numbers of which are as follows:

CVAC NO.	AAF NO.	CVAC NO.	AAF NO.	CVAC NO.	AAF NO.
250	41-11754	251	41-11755	252	41-11756
				360	41-11864

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Model	No. Per Contr.	Customer	Spec. & Contract	S. O.	AAF Nos.	CVAC Nos.	Comments
B-24D	700	Army	DA-4 ZD-32-009 18 March 1941	831 13 May 1941	41-23640 41-24339 incl.	435 1134 incl.	S.O. 831 dated 13 May 1941 called for 700 heavy bombardment airplanes to be designated as B-24D and to be manufactured in accordance with contractor's Specification ZD-32-009 dated 18 March 1941. These B-24D airplanes were all delivered to the Army excepting those as noted.

NOTE (1): The last 27 airplanes of this Contract, CVAC No. 1107 thru 1133, incl., 41-24312 thru 41-24338, inclusive, were not built at San Diego. They were sent to Fort Worth and given Fort Worth serial numbers 42-107249 thru 42-107275, inclusive, C-87 Nos.

NOTE (2): In addition, 38 airplanes from this Contract were sent to Fort Worth and converted into C-87 airplanes. The A.A.F. Serial Nos. for which follow:

CVAC NO.	AAF NO.	CVAC NO.	AAF NO.
464	41-23669	698 to 700	incl.
465	41-23670	754	
489 to 491	41-23694 to 41-23696	799 to 801	incl.
586 to 588	41-23791 to 41-23793	822 to 824	incl.
645 to 647	41-23850 to 41-23852	934 to 936	incl.
654 to 658	41-23859 to 41-23863	953 to 958	incl.
		967 to 969	incl.
		41-23903 to 41-23905	incl.
		41-23959	
		41-24004 to 41-24006	incl.
		41-24027 to 41-24029	incl.
		41-24139 to 41-24141	incl.
		41-24158 to 41-24163	incl.
		41-24172 to 41-24174	incl.

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NOTE (3): 43 airplanes of Contract DA-4 were diverted to the Navy as PB4Y-1 airplanes, the Army serial numbers and conversion numbers of which follow:

CVAC NO.	AAF NO.	NAVY NO.	CVAC NO.	AAF NO.	NAVY NO.
621	41-23826	31936	881	41-24086	31954
622	41-23827	31937	882	41-24087	31953
721	41-23926	31938	883	41-24088	31949
722	41-23927	31939	910	41-24115	31955
741	41-23946	31940	911	41-24116	31956
742	41-23947	31941	912	41-24117	31957
788	41-23993	31942	913	41-24118	31958
789	41-23994	31943	926	41-24131	31959
790	41-23995	31944	927	41-24132	31960
791	41-23996	31945	929	41-24133	31961
899	41-24049	31946	929	41-24134	31962
845	41-24050	31947	971	41-24176	31963
846	41-24051	31948	972	41-24177	31964
848	41-24053	31950	973	41-24178	31965
878	41-24083	31951	1003	41-24208	31966
879	41-24084	31952	1004	41-24209	31967

CVAC NO.	AAF NO.	NAVY NO.
1005	41-24210	31968
1035	41-24240	31969
1036	41-24241	31970
1037	41-24242	31971
1066	41-24271	31972
1067	41-24272	31973
1098	41-24303	31974
1099	41-24304	31975
1100	41-24305	31976
1101	41-24306	31977
1102	41-24307	31978

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DA-4

NOTE 4: 5 airplanes of this contract were sent to Tulsa, the A.A.F. Serial numbers of which follow:

CVAC No.	AAF No.
521	41-23726
522	41-23727
551	41-23756
552	41-23757
553	41-23758

NOTE 5: Airplane No. 41-23668, CVAC No. 463, was retained at San Diego as a test airplane. S.O. 831-112-3 dated 22 March 1944 authorized delivery of this airplane to the Army.

42-24055, 850 - Exp. Misc. Parts delivered 12-10-42.

B-24D	1200	Army	24620 ZD-32-009 18 March 1941	837 27 Dec. 1941 837-1 21 Jan. 1942	42-40058 42-41257 Incl.	1135 2334 Incl.	thru
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S.O. 837 dated 27 December 1941 called for 600 B-24D airplanes and S.O. 837-1 dated 21 January 1942 called for 600 additional B-24D airplanes, making the total number of airplanes called for under contract 24620, 1200. S.O. 837-2 confirmed the number of this contract and set up the necessary requirements. Contractor's Specification ZD-32-009 dated 18 March 1941 was used throughout entire contract. All delivered to the Army except as

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NOTE (1): 240 B-24D airplanes on Contract 24620 were diverted to PB4Y-1 Navy airplanes, the numbers of which are as follows:

CVAC NO.	AAF NO.	NAVY NO.	CVAC NO.	AAF NO.	NAVY NO.	CVAC NO.	AAF NO.	NAVY NO.
1160	42-40083	31979	1341	42-40264	32010	1518	42-40441	32045
1161	42-40084	31980	1347	42-40270	32011	1519	42-40442	32042
1162	32-40085	31981	1348	42-40271	32012	1520	42-40443	32046
1163	42-40086	31982	1349	42-40272	32013	1523	42-40446	32047
1164	42-40087	31983	1350	42-40273	32014	1560	42-40483	63915
1195	42-40118	31984	1351	42-40274	32019	1630	42-40553	53933
1196	42-40119	31985	1352	42-40275	32015	1638	42-40561	32048
1197	42-40120	31986	1353	42-40276	32016	1639	42-40562	32049
1198	42-40121	31987	1354	42-40277	32017	1641	42-40564	32055
1199	42-40122	31988	1355	42-40278	32018	1642	42-40565	32050
1228	42-40151	31989	1356	42-40279	32021	1643	42-40566	32052
1229	42-40152	31990	1358	42-40281	32031	1644	42-40567	32051
1230	42-40153	31991	1359	42-40282	32022	1645	42-40568	32064
1231	42-40154	31992	1360	42-40283	32023	1647	42-40570	32054
1232	42-40155	31993	1372	42-40295	32024	1648	42-40571	32056
1264	42-40187	31994	1373	42-40296	32025	1649	42-40572	32057
1265	42-40188	31995	1374	42-40297	32026	1650	42-40573	32058
1266	42-40189	31996	1375	42-40298	32027	1651	42-40574	32059
1267	42-40190	31997	1376	42-40299	32028	1652	42-40575	32060
1268	42-40191	31998	1467	42-40390	32029	1653	42-40576	32065
1281	42-40204	32004	1472	42-40395	32053	1655	42-40578	32061
1301	42-40224	32000	1500	42-40423	32030	1656	42-40579	32062
1302	42-40225	32001	1502	42-40425	32044	1657	42-40580	32063
1303	42-40226	32002	1506	42-40429	32032	1658	42-40581	32066
1304	42-40227	32003	1507	42-40430	32038	1661	42-40584	32067
1305	42-40228	31999	1509	42-40432	32033	1705	42-40628	63930
1334	42-40257	32020	1511	42-40434	32034	1745	42-40668	32072
1335	42-40258	32009	1512	42-40435	32035	1786	42-40709	32069
1336	42-40259	32004	1513	42-40436	32036	1788	42-40711	32073

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	Contr.			Spec.	Contract				
CVAC NO.	AAF NO.	NAVY NO.	CVAC NO.	AAF NO.	NAVY NO.	CVAC NO.	AAF NO.	NAVY NO.	
1337	42-40260	32005	1514	42-40437	32039	1789	42-40712	32071	
1338	42-40261	32006	1515	42-40438	32040	1791	42-40714	32070	
1339	42-40262	32007	1516	42-40439	32037	1792	42-40715	32074	
1340	42-40263	32008	1517	42-40440	32041	1794	42-40717	32075	
1795	42-40718	32078	1944	42-40867	63921	2093	42-41016	32127	
1797	42-40720	32068	1945	42-40868	32096	2096	42-41019	32128	
1798	42-40721	32076	1953	42-40876	63938	2097	42-41020	32129	
1800	42-40723	32079	1957	42-40880	32097	2101	42-41024	32130	
1801	42-40724	32077	1958	42-40881	32098	2102	42-41025	32131	
1802	42-40725	32080	1959	42-40882	32102	2111	42-41034	32136	
1803	42-40726	32081	1960	42-40883	32100	2112	42-41035	32135	
1804	42-40727	32082	1961	42-40884	32101	2113	42-41036	32137	
1805	42-40728	32083	1965	42-40888	32103	2114	42-41037	32132	
1806	42-40729	32084	1966	42-40889	32099	2115	42-41038	32133	
1834	42-40757	63937	1967	42-40890	32104	2116	42-41039	32138	
1838	42-40761	63926	1969	42-40892	32105	2119	42-41042	32139	
1839	42-40762	63916	1970	42-40893	32106	2121	42-41044	32140	
1862	42-40785	32085	1972	42-40895	32107	2122	42-41045	32134	
1866	42-40789	63924	1974	42-40897	63928	2123	42-41046	32141	
1869	42-40792	63927	1975	42-40898	32108	2125	42-41048	32142	
1871	42-40794	32087	1976	42-40899	32110	2129	42-41052	32144	
1873	42-40796	32091	1978	42-40901	63922	2132	42-41055	32143	
1874	42-40797	32089	1979	42-40902	32109	2179	42-41102	32145	
1875	42-40798	32090	1980	42-40903	32111	2196	42-41119	32146	
1876	42-40799	32092	1983	42-40906	32112	2198	42-41121	32147	
1879	42-40802	32088	1984	42-40907	63925	2199	42-41122	32152	
1882	42-40805	32093	1985	42-40908	32113	2200	42-41123	32148	
1883	42-40806	32094	1986	42-40909	32114	2207	42-41130	32149	
1886	42-40809	63917	2000	42-40923	32115	2208	42-41131	32150	
1887	42-40810	63932	2009	42-40932	32116	2211	42-41134	32153	
1888	42-40811	63936	2013	42-40936	32117	2215	42-41138	32151	
1893	42-40816	63929	2020	42-40943	32118	2216	42-41139	32154	
1901	42-40824	63923	2024	42-40947	32119	2225	42-41148	32155	

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<u>CVAC NO.</u>	<u>AAF NO.</u>	<u>NAVY NO.</u>	<u>CVAC NO.</u>	<u>AAF NO.</u>	<u>NAVY NO.</u>	<u>CVAC NO.</u>	<u>AAF NO.</u>	<u>NAVY NO.</u>					
1902	42-40825	63939	2025	42-40948	32120	2230	42-41153	32156					
1920	42-40843	63918	2027	42-40950	32123	2242	42-41165	32157					
1923	42-40846	63934	2028	42-40951	32121	2243	42-41166	32158					
1924	42-40847	32095	2029	42-40952	32122	2244	42-41167	32159					
1937	42-40860	32086	2030	42-40953	32124	2281	42-41204	32160					
1938	42-40861	63931	2048	42-40971	32126								

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B-24 Series Airplanes - Army Contracts

No. Per	Model Contr.	Customer	Spec. & Contract	S. O.	A.A.F. No.	CVAC Nos.	Comments
B-24D 1200 (Continued)		Army	24620	837	42-40058 42-41257	1135 2334	

NOTE 2: Contract 24620: CVAC No. 1252, A.C. Serial No. 42-40175 was retained as special test airplane at San Diego.

NOTE 3: CVAC No. 1311 A.C. Serial No. 42-40234 was retained as special proof airplane for MCR's at San Diego.

NOTE 4: CVAC No. 1477 A.C. Serial No. 42-40400 was converted into a special training airplane with extra equipment

NOTE 5: CVAC No. 2080 A.C. Serial No. 42-41003 was heat anti-icing experimental airplane.

XB-41	1	Army	36959 ZD-32-015 17 Oct. 1942	831-197-4 41-11822 11 Mar. 1943	318
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S.O. 831-197-4 dated 11 March 1943 had the formal contract attached which authorized the conversion of B-24D airplane A.C. Serial No. 41-11822, CVAC No. 318; from Contract 10005, to a bombardment escort airplane to be designated XB-41 in accordance with Contractor's

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B-24 Series Airplanes - Army Contracts

No. Per	Model	Contr.	Customer	Spec. & Contract	S. O.	A.A.F. No.	CVAC Nos.	Comments
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36959

NOTE 5 (cont'd)

Specification ZD-32-015 dated 17 October 1942. This airplane has been assigned to San Diego Army experimental department for tests and had never been delivered. After conversion it was delivered to the Army 29 Jan. 1943. S.O. 831-197-7 dated 28 June 1943 gives detailed specification changes pertaining to the model XB-41.

B-24D	199	Army	30461 - - ZD-32-009A 1 Feb. 1942	844-2 22 July 1942	42-72765 42-72963 Incl.	2335 2533 Incl.		S.O. 844-2 dated 22 July 1942 was issued to supply complete contract provisions for 750-B-24D airplanes plus 15% spare parts.
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B-24J	551	Army	30461 - - ZD-32-014 1 July 1943 ZD-32-020 20 August 1943	844-43 5 Aug. 1943 844-168 22 Nov. 1943	42-72964 42-73514 Incl.	2534 3084 Incl.		S.O. 844-43 dated 5 August 1943 was issued to cover the change in Specification from ZD-32-009A to ZD-32-014 which changed the designation of the remaining 551 airplanes of Contract 30461 from B-24D to B-24J.
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S.O. 844-168 dated 22 November 1943 changed Specification from ZD-32-014A dated 1 July 1943 to ZD-32-020 dated 20 August 1943 and stated that the 200th and

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No. Per.	Customer	Spec. & Contract	S. O.	A.A.F. No.	CVAC Nos.	Comments
		30461				

subsequent airplanes of Contract 30461 should be designated B-24J. S.O. 844-7-1A dated 17 August 1943 was issued to establish block and serial numbers applicable to B-24D and J airplanes of Contract 30461 in accordance with instructions received from Materiel Command in their teletype PES-T-242 dated 9 July 1943. The B-24J airplanes incorporated the MPC-3 nose turret installation. The 750-B-24D and J airplanes were all delivered to the Army except as noted.

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B-24 Series Airplanes - Army Contracts

Model	No. Contr.	Customer	Spec. & Contract	S. O.	A.A.F.Nos.	CVAC Nos.	Comments
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NOTE (1): 80 Airplanes from Contract 30461 were diverted to the Navy under the following serial numbers:

CVAC NO.	A.F.F.NO.	NAVY NO.	CVAC NO.	A.A.F.NO.	NAVY NO.	CVAC NO.	A.A.F. NO.	NAVY NO.
2453	42-72883	32161	2663	42-73093	32172	2749	42-73179	32201
2458	42-72883	32162	2664	42-73094	32173	2750	42-73180	32202
2459	42-72889	32163	2665	42-73095	32174	2775	42-73205	32203
2463	42-72893	32164	2666	42-73096	32175	2776	42-73206	32204
2465	42-72895	63948	2667	42-73097	32176	2777	42-73207	32205
2467	42-72897	63945	2668	42-73098	32177	2778	42-73208	32206
2473	42-72903	63946	2669	42-73099	32178	2779	42-73209	32207
2475	42-72905	63942	2670	42-73100	32179	2780	42-73210	32208
2476	42-72906	63947	2671	42-73101	32180	2781	42-73211	32209
2479	42-72909	63943	2672	42-73102	32181	2782	42-73212	32210
2480	42-72910	63950	2673	42-73103	32182	2783	42-73213	32211
2483	42-72913	63949	2674	42-73104	32183	2784	42-73214	32212
2485	42-72914	63957	2675	42-73105	32184	2970	42-73400	32213
2486	42-72915	63944	2676	42-73106	32185	2971	42-73401	32214
2486	42-72916	62959	2677	42-73107	32186	2972	42-73402	32215
2487	42-72917	63958	2678	42-73108	32187	2973	42-73403	32216
2488	42-72918	63952	2679	42-73109	32188	2974	42-73404	32217
2489	42-72919	63951	2680	42-73110	32189	2975	42-73405	32218
2490	42-72920	63956	2738	42-73168	32190	2976	42-73406	32219
2491	42-72921	63955	2739	42-73169	32191	2977	42-73407	32220
2492	42-72922	32165	2740	42-73170	32192	2978	42-73408	32221
2493	42-72923	32166	2741	42-73171	32193	2979	42-73409	32222
2494	42-72924	63954	2742	42-73172	32194			
2495	42-72925	32167	2743	42-73173	32195			
2496	42-72926	32168	2744	42-73174	32196			
2498	42-72928	63953	2745	42-73175	32197			
2606	42-73036	32169	2746	42-73176	32198			
2661	42-73091	32170	2747	42-73177	32199			
2662	42-73092	32171	2748	42-73178	32200			

Note (2): CVAC No. 2681, AAF. No. 42-73111 retained as a proof airplane for New 473-4 "Centralized Fuel Selector & Transfer Controls" S.O. 844-96 dated 16 Dept. 1943.

Note (3): CVAC No. 2785, AAF. No. 42-73215 assigned for development of Cruise & Range Control Data. S.O. 844-161 dated November 1, 1943

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B-24 Series Airplanes - Army Contracts

Model	No. Per Contr.	Customer	Spec. & Contract	S. O.	A.C. Nos.	CVAC Nos.	Comments
B-24D	199	Army	30461 ZD-32-009A 1 Feb. 1942	844-2 22 July 1942	42-72765	2335	Note (4): CVAC No. 2900, AAF. No. 42-73330 assigned to Flight Research Dept. S.O. 844-141 dated 13 October 1943.
			30461 ZD-32-014 1 July 1943	844-43 5 Aug. 1943	42-72964 42-73514 incl.	2534 3084 incl.	
				844-168 22 Nov. 1943			
			30461 ZD-32-020 20 Aug. 1943				
B-24J	900	Army	35312 - - ZD-32-020 20 Aug. 1943	854A 14 Nov. 1942	42-99936 42-100435 incl.	3085 3584 incl.	S.O. 854A dated 14 Nov. 1942 was accompanied by the con- tract 35312 which called for 900 B-24J airplanes to be manufactured in accordance with CVAC Spec. ZD-32-020 dated 20 Aug. 1943. 400 of these airplanes were to re- place those on previous con- tracts which had been di- verted to the Navy.

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B-24 Series Airplanes - Army Contracts

No. Per	Model	Contr.	Customer	Spec. & Contract	S. O.	A.C. Nos.	CVAC Nos.	Comments
78 Airplanes from Contract 35312 were converted to the Navy as follows:								
CVAC NO.	A.A.F.NO.	NAVY NO.	CVAC NO.	A.A.F. NO.	NAVY NO.			
3175	42-100026	32223	3701	42-109905	32251	S.O. 854-62 dated 23 Nov. 1943 authorized CVAC No. 3535 A.A.F. No. 42-100186 B-24J Airplane to be used for the 300th Article Bomb Rack & Firing Tests of Guns and turrets.		
3176	42-100027	32224	3702	42-109906	32252			
3177	42-100028	32225	3703	42-109907	32253			
3178	42-100029	32226	3704	42-109908	32254			
3179	42-100030	32227	3705	42-109909	32255			
3310	42-100161	32228	3706	42-109910	32256			
3311	42-100162	32229	3707	42-109911	32257			
3312	42-100163	32230	3708	42-109912	32258			
3313	42-100164	32231	3709	42-109913	32259			
3314	42-100165	32232	3710	42-109914	32260			
3445	42-100296	32233	3751	42-109955	32261	S.O. 854-86 dated 15 Dec. 1943 assigned CVAC No. 3550, A.A.F. No. 42-100401 for proofing Heat Anti-Icing, Cabin Heat & Repositioning of Radio Operator. Also S.O. 854-86-1 dated 1 Feb. 1944 assigned this airplane for proofing MCR 509A, Electric Basic Load Net Work Incorporation of Circuit Breakers and Wire Size Revision.		
3446	42-100297	32234	3752	42-109956	32262			
3447	42-100298	32235	3753	42-109957	32263			
3448	42-100299	32236	3754	42-109958	32264			
3449	42-100300	32237	3755	42-109959	32265			
3450	42-100301	32238	3756	42-109960	32266			
3451	42-100302	32239	3757	42-109961	32267			
3452	42-100303	32240	3758	42-109962	32268			
3453	42-100304	32241	3759	42-109963	32269			
3527	42-100378	32242	3760	42-109964	32270			
3528	42-100379	32243	3803	42-110007	32271	S.O. 854-91 dated 22 Dec. 1943 assigned CVAC No. 3585, AAF No. 42-109789 to be used for Firing Tests in lieu of CVAC No. 3535, AAF No. 42-100386.		
3529	42-100380	32244	3804	42-110008	32272			
3530	42-100381	32245	3805	42-110009	32273			
3531	42-100382	32246	3806	42-110010	32274			
3566	42-100417	32247	3807	42-110011	32275			
3567	42-100418	32248	3808	42-110012	32276			
3568	42-100419	32249	3809	42-110013	32277			
3569	42-100420	32250	3810	42-110014	32278			

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B-24 Series Airplanes - Army Contracts

No. Per	Model	Contr.	Customer	Spec. & Contract	S. O.	A.C. Nos.	CVAC Nos.	Comments
				35312				
3811			42-110015	322279				
3812			42-110016	322280				
3920			42-110124	322281				
3921			42-110125	322282				
3922			42-110126	322283				
3923			42-110127	322284				
3924			42-110128	322285				
3925			42-110129	322286				
3926			42-110130	322287				
3927			42-110131	322288				
3928			42-110132	322289				
3929			42-110133	322290				
3970			42-110174	322291				
3971			42-110175	322292				
3972			42-110176	322293				
3973			42-110177	322294				
3974			42-110178	322295				
3975			42-110179	322296				
3976			42-110180	322297				
3977			42-110181	322298				
3978			42-110182	322299				
3979			42-110183	323300				

S.O. 854-152 dated 11 Feb.
1944 assigned CVAC No. 3898
AAF No. 42-110102 to the
Proofing Department.

The 900 airplanes of Contract
35312 were all delivered
to the Army except as noted.

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B-24 Series Airplanes - Army Contracts

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Model	No. Per Contr.	Customer	Spec. & Contract	S. O.	A.A.F. Nos.	CVAC Nos.	Comments
B-24J	4500	Army	40033 - - ZD-32-020 20 Aug. 1943	858 20 April 1943	44-40049 44-44048 Incl.	3985 7984 Incl.	

S.O. 858 dated 20 April 1943 was accompanied by a letter which called for 2000 model B-24J airplanes. A letter supplement to Contract 40033, S.O. 858-1 dated 29 May 1943 called for 300 additional B-24 airplanes which were to be diverted to the Navy as PB4Y-1 airplanes.

S.O. 858-2-1 dated 19 January 1944 cancelled and superseded S.O. 858-2 which stipulated that all the airplanes on Contract 40033 should be designated B-24K. Inasmuch as one of the distinguishing features of the B-24K airplane was to be a single tail (MCR 369) which was not yet released for production, airplanes of Contract 40033 would retain the designation of B-24J.

S.O. 858-11 dated 15 November 1943 was issued to supplement Sales Orders 858 & 858-1 and authorized procurement of additional materials to fabricate 4500 B-24 airplanes, and 15% spare parts, to be manufactured in accordance with CVAC Spec. ZD-32-020 dated 20 Aug. 1943.

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B-24 Series Airplanes - Army Contracts

No. Per	Customer	Spec. & Contract	S. O.	A.A.F.Nos.	CVAC Nos.	Comments
40033						
Model	Contr.					
CVAC NO.	A.A.F.NO.	NAVY NO.	CVAC NO.	A.A.F.NO.	NAVY NO.	
3990	44-40054	32301	4116	44-40180	32331	S.O. 858-17 dated 15 March 1944 was issued to cover the last 500 B-24J airplanes of Contract 40033 which are being manufactured at CVAC Fort Worth Division.
3991	44-40055	32302	4117	44-40181	32332	AAF Nos. 44-44049 through 44-44548 have been assigned these FW airplanes.
3992	44-40056	32303	4118	44-40182	32333	S.O. 858-25-1 dated 5 Feb. 1944 assigned CVAC No. 3985, AAF No. 44-40049 for Bomb Rack Check & Fire Testing of Machine Guns.
3993	44-40057	32304	4119	44-40183	32334	
3994	44-40058	32305	4150	44-40214	32335	
3995	44-40059	32306	4151	44-40215	38733	
3996	44-40060	32307	4152	44-40216	38734	
3997	44-40061	32308	4153	44-40217	38735	
3998	44-40062	32309	4154	44-40218	38736	
3999	44-40063	32310	4155	44-40219	38737	
4010	44-40074	32311	4156	44-40220	38738	
4011	44-40075	32312	4157	44-40221	38739	
4012	44-40076	32313	4158	44-40222	38740	
4013	44-40077	32314	4159	44-40223	38741	
4014	44-40078	32315	4190	44-40254	38742	
4015	44-40079	32316	4191	44-40255	38743	
4016	44-40080	32317	4192	44-40256	38744	
4017	44-40081	32318	4193	44-40257	38745	
4018	44-40082	32319	4194	44-40258	38746	
4019	44-40083	32320	4195	44-40259	38747	
4030	44-40094	32321	4196	44-40260	38748	
4031	44-40095	32322	4197	44-40261	38749	
4032	44-40096	32323	4198	44-40262	38750	
4033	44-40097	32324	4199	44-40263	38751	
4110	44-40174	32325	4240	44-40304	38752	
4111	44-40175	32326	4241	44-40305	38753	
4112	44-40176	32327	4242	44-40306	38754	
4113	44-40177	32328	4243	44-40307	38755	
4114	44-40178	32329	4244	44-40308	38756	
4115	44-40179	32330	4245	44-40309	38757	

S.O. 858-25-2 dated 25 April assigned CVAC No. 4650, 44-40714 in lieu of CVAC No. 4585, 44-40649, for 300th Article Tests.

CVAC 4290-44-40354 used for 300th Art. Bomb Rack & Firing Tests S.O. 858-97, 10 April.

Note: S.O. 858-94-2 dated 6 April covered the trial installation of sample A6B MPC Nose turret in airplane B-24J 4430-44-40544). Airplane was delivered to Army in regular manner after installation.

Division

25 May 1944

40033

Model	Contr.	Customer	Spec. & Contract	S. O.	A.A.F.Nos.	CVAC Nos.	Comments
4246	CVAC NO.	A.A.F.NO.	NAVY NO.	CVAC NO.	A.A.F. NO.	NAVY NO.	
4247	44-40310	38758	4387	44-40451	38789		
4248	44-40311	38759	4388	44-40452	38790		
4249	44-40312	38760	4389	44-40453	38791		
4280	44-40313	38761	4440	44-40504	38792		
4281	44-40344	38762	4441	44-40505	38793		
4282	44-40345	38763	4442	44-40506	38794		
4283	44-40346	38764	4443	44-40507	38795		
4284	44040347	38765	4444	44-40508	38796		
4285	44-40348	38766	4445	44-40509	38797		
4286	44-40349	38767	4446	44-40510	38798		
4287	44-40350	38768	4447	44-40511	38799		
4288	44-40351	38769	4448	44-40512	38800		
4289	44-40352	38770	4449	44-40513	38801		
4320	44-40353	38771	4510	44-40574	38802		
4321	44-40384	38772	4511	44-40575	38803		
4322	44-40385	38773	4512	44-40576	38804		
4323	44-40386	38774	4513	44-40577	38805		
4324	44-40387	38775	4514	44-40578	38806		
4325	44-40388	38776	4515	44-40579	38807		
4326	44-40389	38777	4516	44-40580	38808		
4327	44-40390	38778	4517	44-40581	38809		
4328	44-40391	38779	4518	44-40582	38810		
4329	44-40392	38780	4519	44-40583	38811		
B-24G	44-40393	38781	4570	44-40634	38812		
4381	42-78271	38782	4571	44-40635	38813		
4382	44-40445	38783	4572	44-40636	38814		
4383	44-40446	38784	4573	44-40637	38815		
4384	44-40447	38785	4574	44-40638	38816		
4385	44-40448	38786	4575	44-40639	38817		
4386	44-40449	38787	4576	44-40640	38818		
	44-40450	38788	4577	44-40641	38819		

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44-40435, CVAC No. 4371
assigned to Flt. Test by
S. O. 858-127-2, 7 April
1944

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B-24 Series Airplanes - Army Contracts

Model	No per Contr.	Customer	Spec. s.	Contr.	S.C.	AAF Nos.	CVAC Nos.	Comment
B-24J	1500	Army	40033 Cont'd.	858	44-140042 44-140148	3985 7984		
The following airplanes from Contract 40033 were assigned to the Navy:								
CVAC NO.	AAF NO.	NAVY NO.	CVAC NO.	AAF NO.	NAVY NO.			
5175	44-41239	38882	5239	44-41303	38908	S.C. 858-195 dated 8 May assigned CVAC No. 1311, AAF No. 42-40234, B-24K, to San Diego for installation and testing of (1) reversed chin turret in nose position; (2) Bell power boost in tail position; (3) B-11 turbos and hood; (4) production type single tail installation.		
5176	41240	38883	5240	41304	38909			
5177	41241	38884	5241	41305	38910			
5178	41242	38885	5242	41306	38911			
5179	41243	38886	5243	41307	38912			
5180	41244	38887	5244	41308	38913	S.O. 858-235 dated 23 May authorized re-tention of CVAC No. 4785, AAF No. 44-40849 for test airplane and assigned subject airplane to Flt. Research.		
5181	41245	38888	5255	44-41319	38914			
5182	41246	38889	5256	41320	38915			
5183	41247	38890	5257	41321	38916			
5184	41248	38891	5258	41322	38917			
5215	44-41279	38892	5259	41323	38918	S.C. 858-242 dated 25 May covered assignment of CVAC B-24J airplane 4794, AAF No. 44-40858, for test firing of Emerson nose turret.		
5216	41280	38893	5260	41324	38919			
5217	41281	38894	5261	41325	38920			
5218	41282	38895	5262	41326	38921			
5219	41283	38896	5263	41327	38922			
5220	41284	38897	5264	41328	38923	S.O. 858-244 dated 24 May assigned CVAC No. 4790, AAF No. 44-40854, for testing of WCR 494A, "Reinstatement of A-12 fire extinguisher system."		
5221	41285	38898	5295	44-41359	38924			
5222	41286	38899	5296	41360	38925			
5223	41287	38900	5297	41361	38926			
5224	41288	38901	5298	41362	38927			
5233	44-41297	38902	5299	41363	38928	S.O. 858-250 dated 27 May assigned CVAC No. 4885, AAF No. 44-40949 as 300th article bomb drop and gun firing test airplane.		
5234	41298	38903	5300	41364	38929			
5235	41299	38904	5301	41365	38930			
5236	41300	38905	5302	41366	38931			
5237	41301	38906	5303	41367	38932			
5238	41302	38907	5304	41368	38933	S.C. 858-264 dated 2 June authorized immediate discontinuance of installation of tail turrets and the installation of hand held guns, either at CVAC or at the Modification Centers.		

CONTRACT 40033 - Continued

Comments

Navy conversion airplanes from Contract 40033
continued -

CVAC No.	AAF No.	Navy No.	CVAC No.	AAF No.	Navy No.	Comments
5342	44-41406	38934	5490	44-41554	38965	S. O. 858-323 dated 28 June assigned CVAC #5163, AAF #44-41187 for MCR proving. After MCR's are incorporated subject airplane is to be transferred to Flt. Operations for re-delivery to the Army.
5343	44-41407	38935	5491	41555	38966	
5344	41408	38936	5492	41556	38967	S. O. 858-324 dated 30 June assigned CVAC #5202, AAF # 44-41266 for proofing of MCR 154-14, which consists of install. of permanent parts in the airplane wing for the 4000# bomb rack. Airplane will be accepted by the Army with MCR installed after which it will be moved to proof area for final check, then transferred to Flt. Operations for re-delivery to Army. S.O. 324-1 dated 12 July cancelled above.
5345	41409	38937	5493	41557	38968	
5346	41410	38938	5494	41558	38969	S. O. 858-24-14 dated 26 June 1944 added 23 PB4Y-1 airplanes to be delivered from July production which altered previous Navy conversion numbers as corrected on pages 27, 28, and 29.
5347	41411	38939	5495	41559	38970	
5348	41412	38940	5496	41560	38971	S. O. 858-282-1 dated 14 July assigned CVAC No. 3550, 44-100401, to Flt. Research for testing of MCR's 509 and 276A.
5349	41413	38941	5497	41561	38972	
5350	41414	38942	5498	41562	38973	S. O. 858-345A dated 14 July assigned CVAC 5185, 44-41249 as 1200th. article bomb drop & Gun firing test airplane.
5351	41415	38943	5499	41563	38974	
5352	41416	38944				
5420	41484	38945	5500	41564	38975	
5421	41485	38946	5501	41565	38976	
5422	41486	38947	5502	41566	38977	
5423	41487	38948	5503	41567	38978	
5424	41488	38949	5504	41568	38979	
5425	41489	38950	5505	41569	90462	
5426	41490	38951	5506	41570	90463	
5427	41491	38952	5507	41571	90464	
5428	41492	38953	5508	41572	90465	
5429	41493	38954	5509	41573	90466	
5455	41519	38955	5520	41584	90467	
5456	41520	38956	5521	41585	90468	
5457	41521	38957	5522	41586	90469	
5458	41522	38958	5523	41587	90470	
5459	41523	38959	5524	41588	90471	
5460	41524	38960	5525	41589	90472	
5461	41525	38961	5526	41590	90473	
5462	41526	38962	5527	41591	90474	
5463	41527	38963	5528	41592	90475	
5464	41528	38964	5529	41593	90476	

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B-24 Series Airplanes - Army Contracts

CONTRACT 40033 - continued

Comments

Navy Conversion airplanes from Contract 40033 - Continued

CVAC NO.	AAF NO.	NAVY NO.	CVAC NO.	AAF NO.	NAVY NO.
5530	44-41594	90477	5648	44-41710	65295
5531	41595	90478	5647	41711	65296
5532	41596	90479	5649	41712	65297
5533	41597	90480	5650	41713	65298
5534	41598	90481	5651	41714	65299
5535	41599	90482	5652	41715	65300
5536	41600	90483	5653	41716	65301
			5654	41717	65302
5537	41601	46725	5655	41718	65303
5538	41602	46726	5656	41719	65304
5539	41603	46727	5657	41720	65305
			5658	41721	65306
5619	41683	46728	5659	41722	65307
5620	41684	46729	5660	41723	65308
5621	41685	46730	5661	41724	65309
5622	41686	46731	5662	41725	65310
5623	41687	46732	5663	41726	65311
5624	41688	46733	5664	41727	65312
5625	41689	46734	5665	41728	65313
5626	41690	46735	5666	41729	65314
5627	41691	46736	5667	41730	65315
			5668	41731	65316
5637	41701	46737	5669	41732	65317
			5670	41733	65318
5638	41702	65287	5671	41734	65319
5639	41703	65288	5672	41735	65320
5640	41704	65289	5673	41736	65321
5641	41705	65290	5674	41737	65322
5642	41706	65291	5675	41738	65323
5643	41707	65292	5676	41739	65324
5644	41708	65293	5677	41740	65325
5645	41709	65294	5678	41741	65326
				41742	65327

S. O. 858-348 dated 10 July stated that due to deletion of tail turret change in designation of the airplane model would be necessary as follows: -

1. Airplanes delivered by CVAC without tail turret installed shall be designated as B-24L airplanes.
 2. Airplanes delivered by Ford minus tail turret are to be designated as B-24M
 3. Airplanes delivered by NAA minus tail turret are to be designated B-24N
- Ford's production B-24 single tail incorporating the -75 engines are to be designated B-24P airplanes.

The prototype airplane is to be designated as the YB24-K.

S. O. 858-343 dated 7 July called for cancellation of last 240 B-24 airplanes on contract 40033.

S. O. 858-343-1 dated 19 August cancelled 1032 B-24 airplanes from contract 40033. The total number of B-24 airplanes to be delivered to the Army from contract 40033 therefore, will be 2728. The original contract called for 4500 B-24 airplanes.

S. O. 858-344 dated 7 July stated that airplanes modified at Tucson would no longer be finally accepted by the Army from San Diego but would be accepted and delivered to the Army from Tucson. CVAC 5139, 44-41203 first Tucson del.

B-24 Series Airplanes - Army Contracts

40033 continued

Comments

Navy diversions from 40033 -

CVAC NO.	AAF NO.	NAVY NO.	CVAC NO.	AAF NO.	NAVY NO.
5679	44-41743	65328	5713	44-41777	65362
5680	41774	65329	5714	41778	65363
5681	41774	65330	5715	41779	65364
5682	41774	65331	5716	41780	65365
5683	41774	65332	5717	41781	65366
5684	41774	65333	5718	41782	65367
5685	41774	65334	5719	41783	65368
5686	41775	65335	5720	41784	65369
5687	41775	65336	5721	41785	65370
5688	41775	65337	5722	41786	65371
5689	41775	65338	5723	41787	65372
5690	41775	65339	5724	41788	65373
5691	41775	65340	5725	41789	65374
5692	41775	65341	5726	41790	65375
5693	41775	65342	5727	41791	65376
5694	41775	65343	5728	41792	65377
5695	41775	65344	5729	41793	65378
5696	41776	65345	5730	41794	65379
5697	41776	65346	5731	41795	65380
5698	41776	65347	5732	41796	65381
5699	41776	65348	5733	41797	65382
5700	41776	65349	5734	41798	65383
5701	41776	65350	5735	41799	65384
5702	41776	65351	5736	41800	65385
5703	41776	65352	5737	41801	65386
5704	41776	65353	5738	41802	65387
5705	41776	65354	5739	41803	65388
5706	41777	65355	5740	41804	65389
5707	41777	65356	5741	41805	65390
5708	41777	65357	5742	41806	65391
5709	41777	65358			
5710	41777	65359			
5711	41777	65360			
5712	41777	65361			

S.O. 858-370 dated 24 July assigned B-24L airplane 5628, (44-41692) for proofing of MCR's 632, 128B-2, 515F-2, and other incidental changes that may be determined necessary during retention period. Approx. until Sept. 15, 1944.

S.O. 858-371-22 dated 22 Aug. stated that 34 B-24L airplanes diverted to the Navy would be accepted by the AAF at SD rather than Tucson. The following serial numbers are involved.

5494 - 44-41558
5497 to 5590 - 44-41561 to 44-41573 incl.
5520 to 5539 - 44-41584 to 44-41603, incl.
The return of the above work from Tucson involves 34 airplanes only.

S.O. 858-391 dated 1 August 1944 assigned B-24G airplane 42-78399 to Flt. Research Dept., San Diego Division for speed power calibration checks to determine the effect of new model 428 Emerson ball turret install.

S.O. 858-345-1, 11 Aug. assigned B-24L airplane 5485, 44-41549, for the 300th article bomb drop and gun firing tests.

S.O. 862-2, 10 Aug. Contract 3887, assigned B-24J airplane 4781, 44-40851, for flight tests in connection with the Eagle radio Installation.

B-24 Series Airplanes - Army Contracts

Contract 40033 continued

Comments

B-24J (1341)
B-24L (416)
B-24M (970)

Total number of airplanes for
contract 40033 - 2728. (See Block Nos.
for contract on pages d and e.)

S.O. 858-348-1 dated 25 July changed the model designation of B-24 airplanes on contract 40033 from B-24J to B-24L beginning with CVAC 5326, AAF No. 44-41390. This model designation is concurrent with the incorporation of MCR 578A, "Hand Held Guns in lieu of Tail Turrets". The first airplane delivered to the A.A.F. with the tail turret deleted for the purpose of Modification Center installation of hand held or bell power boost tail gun installation (MCR 466) shall be designated B-24L. Basic Specification revisions have been made up and attention is directed to the fact that these changes are contingent upon production deletion of the tail turret for modification installation of hand held or bell power boost guns and not upon production installation of this equipment. All paper work will be modified to call for B-24L effective with CVAC number 5385, A.A.F. No. 44-41449. In the interim between 5326 and 5384, Tucson will modify all paper work required on subject airplanes to make them acceptable as B-24L airplanes.

All Navy diverted airplanes (PB4Y-1) are to be designated as B-24L, however, they are to receive tail turret installation until such time as it becomes necessary to modify the fuselage to accomplish the San Diego production version of hand held guns or bell power boost.

The installation of the -7 tail turret will be accomplished by San Diego effective with 5743, 44-41807. This installation will change the model designation from B-24L to B-24M-CO.

B-24 Series Airplanes - Army Contracts

40033 Continued

Comments

B-24L Spec. ZD-32-020 S.O. 858-348-1
& revised 8/1/44 dated 7/26/44
R-24M-CO

Navy conversion numbers: -

CVAC NO.	A.A.F. NO.	NAVY	CVAC NO.	A.A.F. NO.	NAVY NO.
5793	44-41857	65392	5845	44-41909	90158
5794	41858	65393	5846	41910	90159
5795	41859	65394	5847	41911	90160
5796	41860	65395	5848	41912	90161
5797	41861	65396	5849	41913	90162
5798	41862	90132	5850	41914	90163
5799	41863	90133	5851	41915	90164
5800	41864	90134	5852	41916	90165
5801	41865	90135	5853	41917	90166
5823	41887	90136	5854	41918	90167
5824	41888	90137	5855	41919	90168
5825	41889	90138	5856	41920	90169
5826	41890	90139	5857	41921	90170
5827	41891	90140	5858	41922	90171
5828	41892	90141	5859	41923	90172
5829	41893	90142	5860	41924	90173
5830	41894	90143	5861	41925	90174
5831	41895	90144	5862	41926	90175
5832	41896	90145	5863	41927	90176
5833	41897	90146	5864	41928	90177
5834	41898	90147	5865	41929	90178
5835	41899	90148	5866	41930	90179
5836	41900	90149	5867	41931	90180
5837	41901	90150	5868	41932	90181
5838	41902	90151	5869	41933	90182
5839	41903	90152	5870	41934	90183
5840	41904	90153	5871	41935	90184
5841	41905	90154	5872	41936	90185
5842	41906	90155	5873	41937	90186
5843	41907	90156	5874	41938	90187
5844	41908	90157	5875	41939	90188
			5876	41940	90189

S.O. 858-285 dated 26 July covered the delivery procedure effective 1 Aug. 1944 for all B-24 airplanes; including those assigned to the Navy. These are to be delivered to Tucson for final acceptance by the A.A.F. Ferrying of Navy conversions will be provided for at Tucson.

S.O. 858-281-2 dated 25 Aug. 1944 assigned B-24J airplane 4371, 44-40435 for installation of .50 flexible gun mount in tail, MCR 661, also installation of fixed type tail skid, MCR 489D.

S.O. 858-388-1 dated 1 Sept. 1944 cancelled Bell power boost and hand held gun installations and provided for the light weight -7 Southern Aircraft A-6C tail turret installation, MCR 466H. The model designation for CVAC 3D will be changed from B-24L to B-24M. The ring assembly for this installation will begin on CVSD B-24M-CO airplane with CVAC number 5743, A.A.F. serial number 44-41807.

S.O. 858-345-1A, dated 1 Sept. 1944 assigned CVAC number 5485, 44-41549 for 300th bomb drop and gun firing tests.

CVAC No. A. A. F. No. Navy No.

5877 44-41941 90190
5878 41942 90191

Altered

Star Ship 6124

Checked 1-26-45

CONSOLIDATED VULTEE AIRCRAFT CORPORATION
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Contracts - B-21 Series Airplanes - Army

40033 Continued

Comments

S.O. 858-323-1B dated 2 September 1944 assigned CVSD airplane #5136 A.A.F. Serial Number 44-41200, for the proving of Master Changes for a period of 60 days.